



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

MACY GROVE ROAD (S.R. 2601) IMPROVEMENTS FROM INDUSTRIAL PARK DRIVE (S.R. 4319) TO N.C.150 (NORTH MAIN STREET)

TIP PROJECT NOS. U-2800 & U-4734

WBS Number 34858 & 36600

Forsyth and Guilford Counties

Combined Public Hearing

**Informal Open House 4:30 p.m. – 6:30 p.m.
Formal Presentation 7:00 p.m.**

Kernersville Elementary School
512 W. Mountain St., Kernersville

November 29, 2010

PURPOSE OF PUBLIC HEARING

Today's hearing is another important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the location and design of the project.

Planning and environmental studies on the highway project are provided in the planning and environmental document – Environmental Assessment (EA). Copies of that report together with today's hearing maps are available for public review at the following locations:

- NCDOT District Engineer's Office located at 375 Silas Creek Parkway, Winston-Salem;
- Winston-Salem City Hall South – Suite 307 located at 100 East First Street, Winston-Salem; and
- Town of Kernersville Planning Department, 134 E. Mountain Street, Kernersville.

Copies of the document are available for review at the following libraries:

- Kernersville Branch Library, 130 E. Mountain St, Kernersville
- Forsyth County Central Library, 660 W. Fifth St., Winston-Salem
- Greensboro Public Library, 219 N. Church Street, Greensboro

The EA and maps are also available online at:

<http://www.ncdot.gov/projects/macygroverd/>

YOUR PARTICIPATION

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the formal Public Hearing or by writing them on the attached comment sheet. Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you, explain the design to you and answer your questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by December 30, 2010 to the following address:

Mr. Jamille A. Robbins
NCDOT - Human Environment Unit
1598 Mail Service Center
Raleigh, NC 27699-1598
Email: jarobbins@ncdot.gov

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN.** Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a **POPULAR REFERENDUM** to determine the location and/or design by a majority vote of those present.

WHAT IS DONE WITH THE INPUT?



A post-hearing meeting will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic Operations, Division, Right of Way, Public Involvement & Community Studies and others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government staff will attend.

All spoken and written issues are discussed at the post-hearing meeting. Most issues are resolved at the post-hearing meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting will be summarized and are available to the public by noting your request on the attached comment sheet.

WHAT HAPPENS NEXT

Comments received from the hearing about the location and design of the proposed Macy Grove Road improvements will be reviewed at the post-hearing meeting and incorporated, where feasible, into the design plans for the project. The design plans will also be refined including efforts to further reduce impacts to the human and natural environment. The project team will then select the Preferred Alternative. A decision will be provided in the project's final environmental document: a Finding of No Significant Impact (FONSI) – to be prepared based on the results of the items above. The FONSI will be circulated for public and federal and state agency review. The project will then proceed to the right of way acquisition phase of the project.

STATE-FEDERAL RELATIONSHIP

The proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal funds and 20% State funds through the National Highway System Program. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, including their location, design and maintenance cost after construction. The Federal Highway Administration is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Aid Standards.

PURPOSE AND NEED OF PROJECT

The primary purpose of the proposed project is to:

- **Provide a link between I-40 Business/US 421 and NC 150 (N. Main Street) north of Kernersville**

No direct link currently exists between I-40 Business and NC 150 north of Kernersville. The *Roadway Connector System Feasibility Study* notes that traffic traveling between residential areas north of Kernersville and employment/retail centers in Forsyth and Guilford counties must use the Town of Kernersville's existing thoroughfare system. This infrastructure is configured in a radial pattern where all major routes come together in the center of town before being distributed in other directions. Radial routes north of Kernersville ultimately converge at the NC 66/NC 150 intersection in downtown Kernersville and include West Mountain Street, Bodenhamer Street, SR 2024 (Old Valley School Road), SR 2021 (Kerner Road), SR 1969 (Piney Grove Road), and NC 150. At this intersection, vehicles traveling west on I-40 Business have the option of utilizing either the South Main Street interchange or the NC 66/NC 150 interchange; however, vehicles traveling east on I-40 Business/US 421 must utilize the NC 66/NC 150 interchange because it provides a more direct connection to I-40 Business/US 421.

In addition to addressing the primary need, other potential benefits may result from the proposed project including the following:

- **Reduce congestion in downtown Kernersville and at the existing NC 66/NC 150 interchange with I-40 Business/US 421**

"Kernersville's thoroughfare [road] system is configured in a radial pattern where all major routes come together in the center of town before being distributed in other directions [i.e. spokes on a bicycle]. The existing roads have become more difficult to travel over the past few years due to increased [traffic] congestion from rapid development along major thoroughfares [roads] leading into town." Traffic volumes along NC 66, Bodenhamer Street, North Main Street, and other streets in town are high enough to result in northbound peak hour traffic backing up to the I-40 Business/US 421 interchange while waiting to get through the East Mountain Street and Bodenhamer Street intersection.

- **Provide a segment of the future Kernersville Loop Road**

The proposed project is a component of the future *Town of Kernersville Loop Road System*, which is included in the *Kernersville Thoroughfare and Street Plan* (Town of Kernersville, July 2005) and the *Winston-Salem Urban Area 2035 Long Range Transportation Plan* (2035 LRTP) (Winston-Salem Urban Area Metropolitan Planning Organization, January 2009). Construction of the Loop Road System is also the top priority for Kernersville on the Winston-Salem Urban Area Metropolitan Planning Organization's Transportation Needs list (Winston-Salem Urban Area Metropolitan Planning Organization, March 2004). The Town of Kernersville is prepared to construct the portion of the Kernersville Loop Road System between NC 150 to Piney Grove Road once the Macy Grove Road extension and proposed interchange at I-40 Business is in place.

The proposed roadway improvements are consistent with the Long Range Transportation Plans for the local municipalities within the study area. Local governments within the Winston-Salem Urban Area Metropolitan Planning Organization and the Town of Kernersville, as well as NCDOT, have adopted this plan.

PROJECT DESCRIPTION

The NCDOT, Division of Highways, proposes transportation improvements to Macy Grove Road (SR 2601) from Industrial Park Drive (SR 4319) to North Main Street (NC 150). The improvements are proposed under two independent projects. These projects are identified as State Transportation Improvement Program projects U-2800 and U-4734 (See Project Study Area figure).

- U-2800 consists of widening Macy Grove Road to multi-lanes, extending the roadway on new location from SR 2042 (Old Greensboro Road) to north of SR 1005 (Old US 421/East Mountain Street), and converting a grade separation at I-40 Business/US 421 to an interchange. Grade separations are also proposed on new location crossing the Norfolk Southern (NS) Railroad and SR 1005 (Old US 421/East Mountain Street).
- U-4734 includes extending Macy Grove Road on new location from north of Old US 421/East Mountain Street to NC 150.

The proposed typical section for Macy Grove Road consists of a four-lane, raised median divided roadway with curb and gutter. The standard median width is 23 feet and includes curb and gutter on each side. The median is narrowed in sections to facilitate turn lanes.

Lane widths for the proposed cross section consist of one inner 12-foot wide travel lane and one 14-foot wide outside travel lane. The additional width of the outside lane accommodates bicycle traffic. A 10-foot wide berm is incorporated into the typical section to accommodate future sidewalks on both sides of proposed Macy Grove Road.

U-2800

The preliminary designs for U-2800 include a new service road located south of Industrial Park Drive to replace the current Whitt Road access. Improvements to the existing Industrial Park Drive intersection with Macy Grove Road are included by providing two through lanes in each direction along Macy Grove Road, with exclusive turn lanes for movements to Industrial Park Drive. The preliminary designs for U-2800 also include a new service road to Industrial Park Drive, located west of the existing Macy Grove Road and Industrial Park Drive intersection.

Currently, Macy Grove Road is grade-separated from I-40 Business. As a part of the Macy Grove Road improvements, this grade separation will be replaced with a compressed diamond interchange that provides all movements to and from I-40 Business. According to AASHTO, the minimum recommended spacing between interchanges in urban areas is 1 mile; however, interchange spacing less than 1 mile in urban areas is allowed provided the ramps are grade separated or a collector-

distributor road is utilized. East of the proposed Macy Grove Road interchange is the I-40 Business/ I-40 interchange which provides approximately 1.8 miles of interchange spacing. Less than 1 mile west of the proposed Macy Grove Road interchange is the existing I-40 Business partial interchange to East Mountain Street which has less than 0.25 miles of interchange spacing westward to the existing I-40 Business full movement interchange to NC 66. Given the movements provided at the partial interchange to East Mountain Street will be redundant with the movements provided by the proposed Macy Grove Road interchange and the distance between the NC 66 and East Mountain Street does not meet the minimum interchange spacing as recommended by AASHTO, the partial interchange with East Mountain Street will be eliminated. In order to allow for vehicles to easily accelerate or decelerate when either entering or exiting I-40 Business between NC 66 and the proposed Macy Grove Road interchange, auxiliary lanes will be provided along I-40 Business in both directions.

An intersection currently exists with Old Greensboro Road and Macy Grove Road north of the proposed Macy Grove Road interchange with I-40 Business. Improvements to this intersection include closing direct access to Macy Grove Road from Old Greensboro Road from the west, and placing a cul-de-sac immediately west of the existing intersection to accommodate turnaround traffic. On the east side of Macy Grove Road, Old Greensboro Road will be a full movement intersection; however, it will be moved slightly to the north of its existing location to provide more spacing between the proposed I-40 Business/Macy Grove Road interchange and Old Greensboro Road. This relocation of Old Greensboro Road is required to maintain the operations of the proposed Macy Grove Road interchange with I-40 Business. The profile for existing Macy Grove Road and the relocated portion of Old Greensboro Road will be raised to accommodate the proposed Macy Grove Road grade separation with the NS Railroad.

North of the Old Greensboro Road intersection improvements, new access will be provided to East Mountain Street via quadrant service roads in the northwest and northeast quadrants. Access to these proposed quadrant service roads consists of right-in and right-out movements only, in both the northbound and southbound directions along the proposed Macy Grove Road. The turning movements will be completed where the service roads intersect with East Mountain Street via two roundabouts (Figure 2).

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Figure 2: East Mountain Street Service Roads



U-4734

All U-4734 New Location Build Alternatives begin at the U-2800 match point, vary in location near the Reedy Fork crossing, and ultimately converge, improving Smith Edwards Road before terminating at NC 150. Though Alternatives 1, 2, and 5 are in slightly different locations, proposed intersection configurations are the same for all alternatives. **Note: Alternative 2 is the NCDOT Recommended Alternative.**

The first U-4734 proposed intersection provides access to Triad Park on both sides of proposed Macy Grove Road, utilizing a left-over configuration (see figure 3). This intersection configuration requires all traffic exiting the park to turn right, with median openings provided several hundred feet downstream allowing the park traffic to perform a U-turn to complete the left-turn movements.

The second U-4734 proposed intersection connects the eastern portion of existing Smith Edwards Road to the proposed Macy Grove Road. The proposed intersection consists of a right-in right-out configuration that only allows traffic to turn right onto Smith Edwards Road and requires all Smith Edwards Road traffic to turn right onto

the proposed Macy Grove Road. All left-turn movements prohibited at this intersection will be performed at adjacent median openings or adjacent intersections.

The third U-4734 proposed intersection provides access to Huntington Run Lane and Hollow Creek Lane utilizing a left-over configuration. This intersection configuration requires all traffic exiting Huntington Run Lane and Hollow Creek Lane to turn right, with median openings provided several hundred feet downstream allowing the neighborhood traffic to perform a U-turn to complete the left-turn movements.

The fourth U-4734 proposed intersection creates a three-leg full movement intersection with NC 150 (Main Street), north of the existing NC 150 (Main Street) intersection with Smith Edwards Road. The fourth leg of the intersection will be constructed as a part of the future Kernersville Loop Road.

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PROJECT INFORMATION

Length: 2.53 miles (U-2800 & U-4734 Combined)

Typical Section: See Figure 4

Right of Way: 110-feet minimum

Access Control: ***Partial Control of Access***

Parcels with less than 2,000 feet of road frontage, will result with one access point being provided. For larger parcels with more than 2,000 feet of road frontage, an additional access may be considered. Parcels with access by means of another road may not be provided direct access.

It is proposed that partial control of access will be provided along Macy Grove Road, south of Industrial Park Drive. Partial control of access is also proposed to be provided along the Macy Grove Road extension from north of East Mountain Street to NC 150 (Main Street).

Limited Control of Access

When interchanges are utilized, access will be restricted via the interchange only, with no private driveway connections allowed.

It is proposed that limited control of access will be provided along the Macy Grove Road extension from north of Industrial Park Drive to north of East Mountain Street.

Relocatees: See Table 2: Summary of Impacts

Project Costs:

Table 1: Estimated Cost

Description	U-4734			U-2800
	Alternative 1	Alternative 2	Alternative 5	
Estimated Utility Cost	\$233,552	\$153,600	\$153,600	\$614,346
Estimated Right-of-way Cost	\$4,372,000	\$3,996,000	\$4,050,500	\$8,552,300
Estimated Construction Cost	\$10,800,000	\$11,400,000	\$11,900,000	\$32,700,000
Total Cost	\$15,405,552	\$15,549,600	\$16,104,100	\$41,866,646

Current

Schedule: The *tentative* schedule is shown below. A number of factors can affect a project schedule, so schedules are subject to change.

U-2800

Right of Way Acquisition – Federal Fiscal Year 2013
Construction – Federal Fiscal Year 2015

U-4734

Right of Way Acquisition – Unfunded
Construction – Unfunded

Table 2: Summary of Impacts for New Location Build Alternatives

Impact	U-4734			U-2800
	Alternative 1	Alternative 2	Alternative 5	
Length (miles)	1.54	1.59	1.55	0.94
Bridges over Streams (#)	1	1	1	0
Major Culvert Crossings >72" (#)	1	1	1	0
Stream Crossings (#/length in ft)	1/294	1/294	2/478	10/2,343
Wetlands (#/acres)	2/1.8	2/1.1	2/1.0	1/0.1
Ponds (#/acres)	1/0.3	1/0.2	1/0.1	0
100-Year Floodplain (acres)	1.7	1.0	1.1	0
Total Protected Riparian Buffer (ft ²)	28,983	29,831	44,976	168,726
Water Supply Critical Areas (Y/N)	N	N	N	N
Prime Farmlands (acres)	95.4 (includes U-2800)	96.1 (includes U-2800)	94.3 (includes U-2800)	(included in U-4734)
VADs and EVADs (Y/N)	N	N	N	N
Significant Natural Heritage Areas (# of crossings)	0	0	0	0
Known Critical Habitat of Federally Listed Threatened & Endangered Species (#)	0	0	0	1
Presence of Threatened and Endangered Species – Federally Listed (Y/N)	N	N	N	N
Presence of Threatened and Endangered Species – State Listed (Y/N)	N	N	N	N
Forest Impacts (acres)	35.9	36.9	37.4	47.1
Historic Properties (#)	0	0	0	0
Section 6(f) Properties (Y/N)	N	N	N	N
Archaeological Sites (#)	0	0	0	0
Parks (#/acres)	1/7.1	1/6.5	1/6.0	0
Wildlife Refuge and Gamelands (Y/N)	N	N	N	N
Federal Lands (Y/N)	N	N	N	N
Greenway Crossings (#)	1	1	1	0
Potential Section 4(f) Impacts (Y/N)	N	N	N	N
Residential Relocations (#)	6	4	5	10
Business Relocations (#)	1	1	1	6
Non-Profit Organizations (#)	0	0	0	2
Low Income/Minority Populations (Y/N)	N	N	N	N
Limited English Proficiency (LEP) Populations Present (Y/N)	Y – according to Demographic Study Area			
Schools (#)	0	0	0	0
Churches (#)	0	0	0	0
Cemeteries (#)	0	0	0	0
Railroad Crossings (#)	0	0	0	1
Major Utility Crossings (#)	1	1	1	1
Noise (# of receptors*)	5	4	6	3
Air Quality (Y/N)	N	N	N	N
Hazardous Materials Sites (#/severity)	0/none	0/none	0/none	3/low-mod 1/mod-high
Estimated Utility Cost	\$233,552	\$153,600	\$153,600	\$614,346
Estimated Right-of-way Cost	\$4,372,000	\$3,996,000	\$4,050,500	\$8,552,300
Estimated Construction Cost	\$10,800,000	\$11,400,000	\$11,900,000	\$32,700,000
Total Cost	\$15,405,552	\$15,549,600	\$16,104,100	\$41,866,646

Note: All impacts based on preliminary design slopestakes plus 25 feet except for forest impacts, which are based on preliminary design right-of-way. Additionally, prime farmlands impacts are based upon functional designs plus 40 feet.

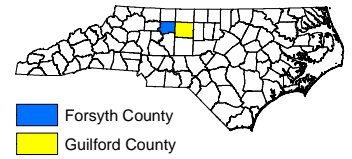
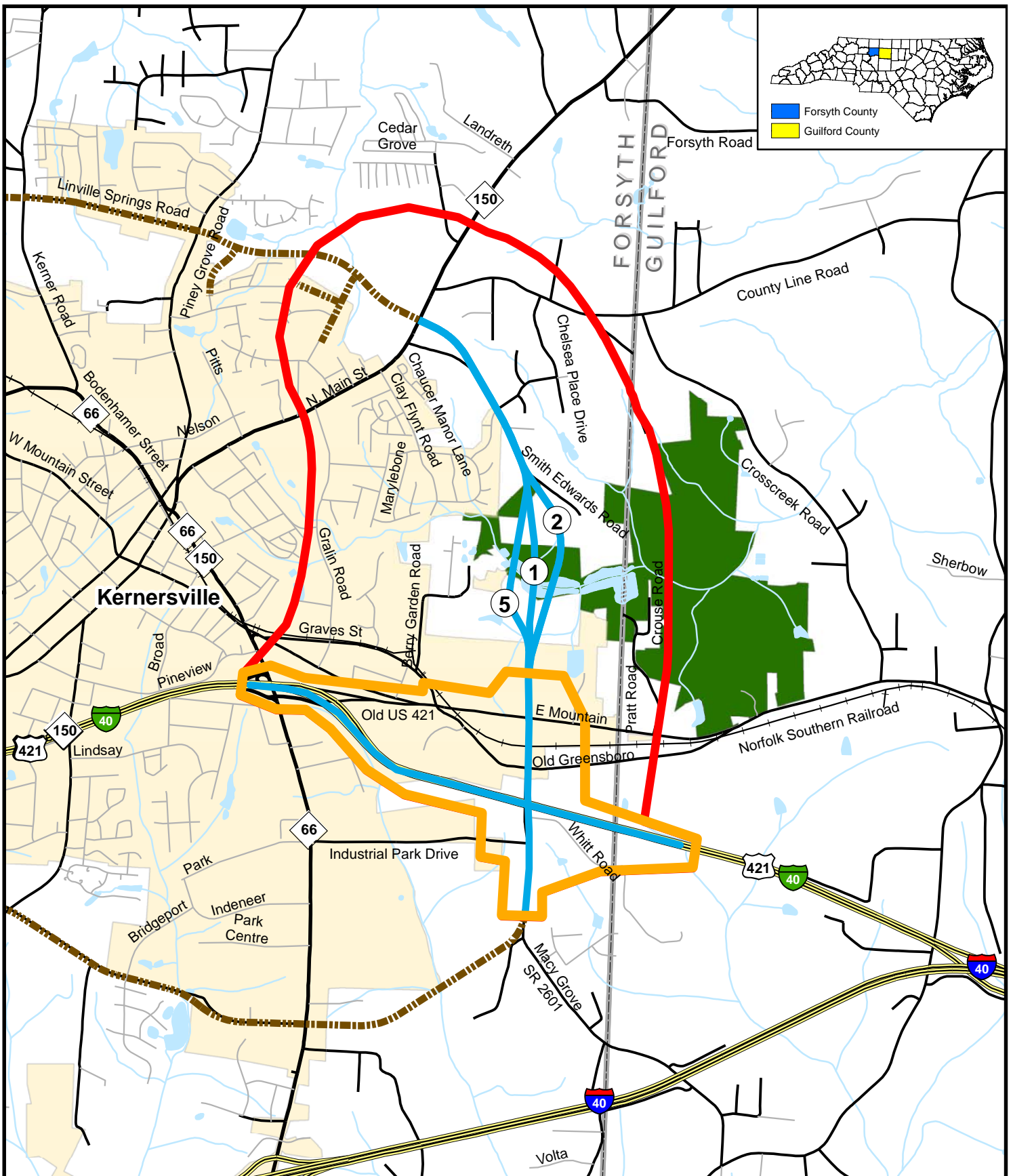
* Noise receptors may consist of houses, churches, parks, schools, libraries, or hotels.

Table 3: Other STIP Projects in the Vicinity of the Study Area

STIP No.*	Description	Schedule (Fiscal Years)
I-4924	I-73/74 Connector – Winston-Salem Beltway north of Kernersville to NC 68 west of Greensboro. Multi-lane freeway on new location.	Programmed for planning and environmental study only Future North Carolina Turnpike Authority Project
B-4510	I-40 Business/US 421 – West of US 158 in Forsyth County to west of SR 1850 in Guilford County. Pavement and bridge rehabilitation.	ROW – unfunded Construction – unfunded
R-0609	US 311 Bypass – High Point, South of SR 1920 East of Archdale to West of High Point Reservoir. Four lanes divided, new location.	Under construction
R-2611	SR 1008 (West Market Street) – SR 2007 at Colfax to NC 68. Widen to multi-lanes.	ROW – FY 09 Construction – FY 11
R-2577	US 158 – Multi-lanes north of US 421/I-40 Business in Winston-Salem to US 220. Widen to multi-lanes.	Programmed for planning and environmental study only. ROW – unfunded Construction – unfunded
R-2247	New route – Winston-Salem Northern Beltway. Four lane expressway on new location.	ROW – unfunded Construction – unfunded
R-2413	US 220-NC 68 – SR 2113 (Pleasant Ridge Road) to US 220-NC 68. Multi-lane connector on new location, NC 68 to US 220 and multi-lane US 220 to NC 68.	Planning/design – in progress: ROW – 2011 Construction - 2015
R-0952	West of US 158 in Forsyth County to west of SR 1850 in Guilford County. Pavement and Bridge Rehabilitation (8.5 miles)	Section A complete Section B unfunded
U-3617	SR 2045 (East Mountain Street/Old US 421), SR 1005, SR 1008, NC 66 in Kernersville (Forsyth County) to SR 2001 (Guilford County). Widen to multi-lanes.	ROW – unfunded Construction – unfunded
U-2579	Winston-Salem Northern Beltway, Eastern section (Future I-74), US 52 to US 311. Multi-lane freeway on new location.	Planning/design – in progress ROW – FY 08 (Section B) Construction – FY 13 (Section B)
U-4909	SR 2643 (Union Cross Road), SR 2691 (Wallburg Road) to SR 2632 (Sedge Garden Road). Widen to multi-lanes.	ROW – In progress Construction - 2012
U-2826	US 52, I-40 Bypass to proposed western loop interchange. Widen and upgrade roadway and interchanges.	Planning/Design – In progress ROW – unfunded Construction - unfunded
U-3615	SR 1003-SR 1820 (Skeet Club Road), US 311 to NC 68 (Eastchester Drive). Widen to multi-lanes.	ROW – unfunded Construction – unfunded
U-2524	Western Loop, North of I-85 to Lawndale Drive. Construct freeway on new location.	ROW – unfunded Construction – unfunded

Source: NCDOT 2009-2015 State Transportation Improvement Program, Divisions 7 and 9.

* I – Interstate Projects. B – Bridge Projects. R – Rural Projects. U – Urban Projects.



North Carolina
Department of Transportation



Date: September 2010

Legend

- U-2800 Study Area
- U-4734 Study Area
- Build Alternatives
- Future Kernersville Loop Road
- Stream
- Open Water
- Kernersville Municipal Boundary
- Triad Park
- Interstate
- US Route
- NC Route
- Local Road
- Railroad
- County Boundary
- # Build Alternative Number



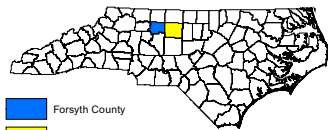
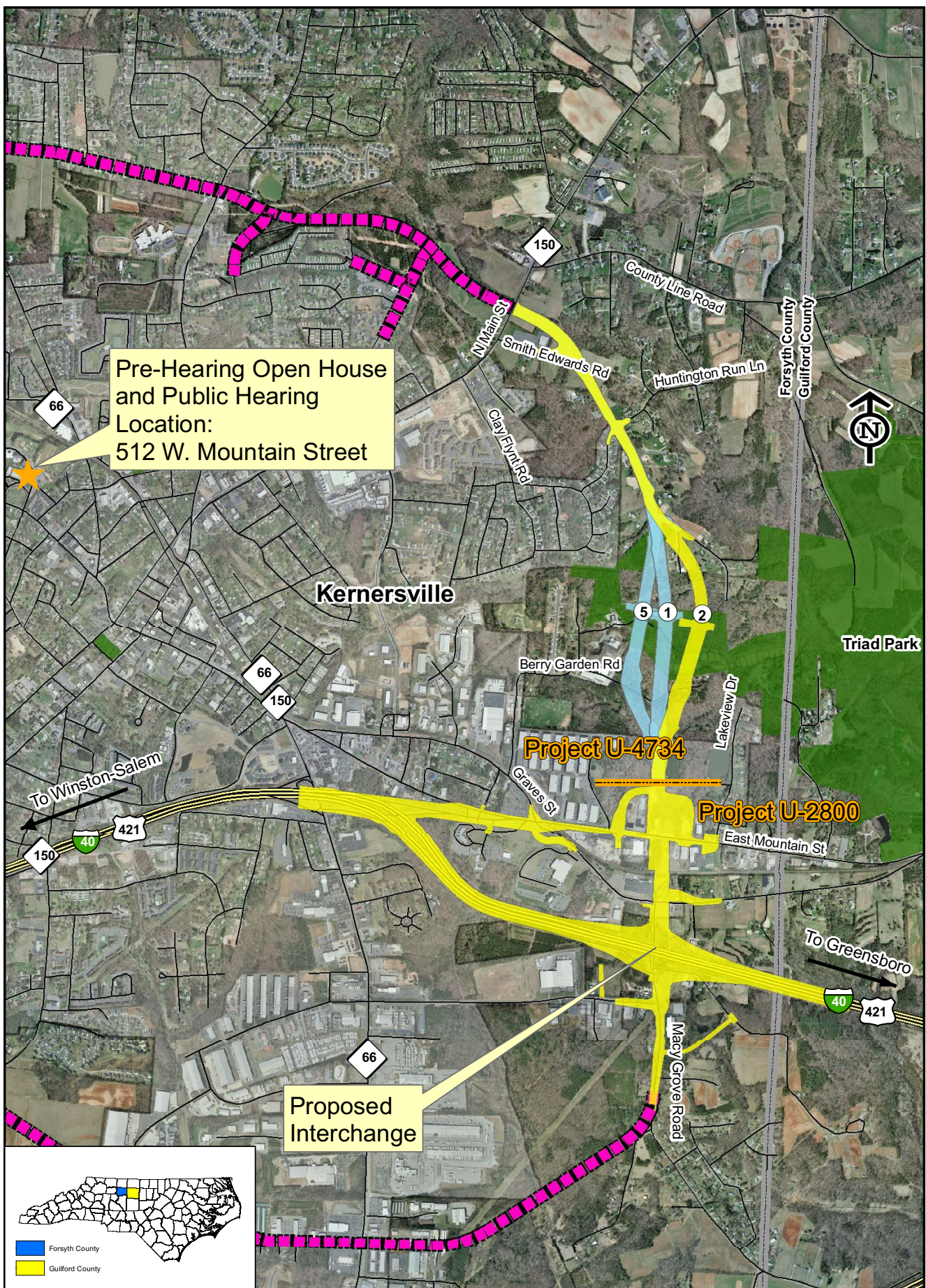
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Macy Grove Road Improvements
Forsyth County, NC

STIP U-2800 & U-4734

Project Study Area



North Carolina
Department of Transportation



Date: October 2010

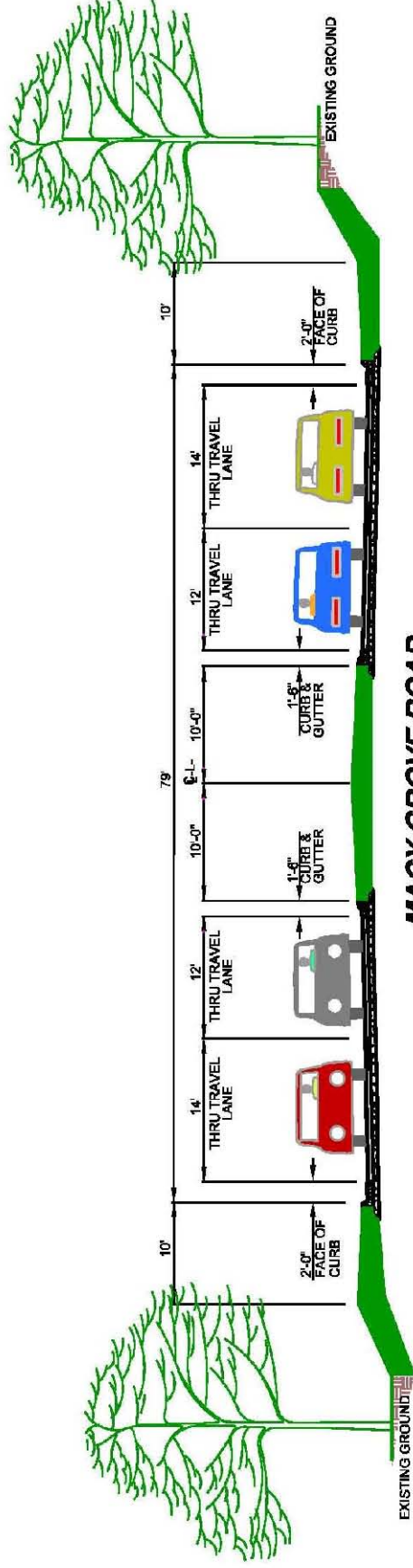
Legend

- Interstate
- US Highway
- NC Highway
- Local Road
- Build Alternative Number
- NCDOT Recommended Alternative
- Other Build Alternatives Carried Forward For Detail Study
- Future Kernersville Loop Road
- Kernersville
- County Boundary
- Triad Park

0 500 1,000
Feet

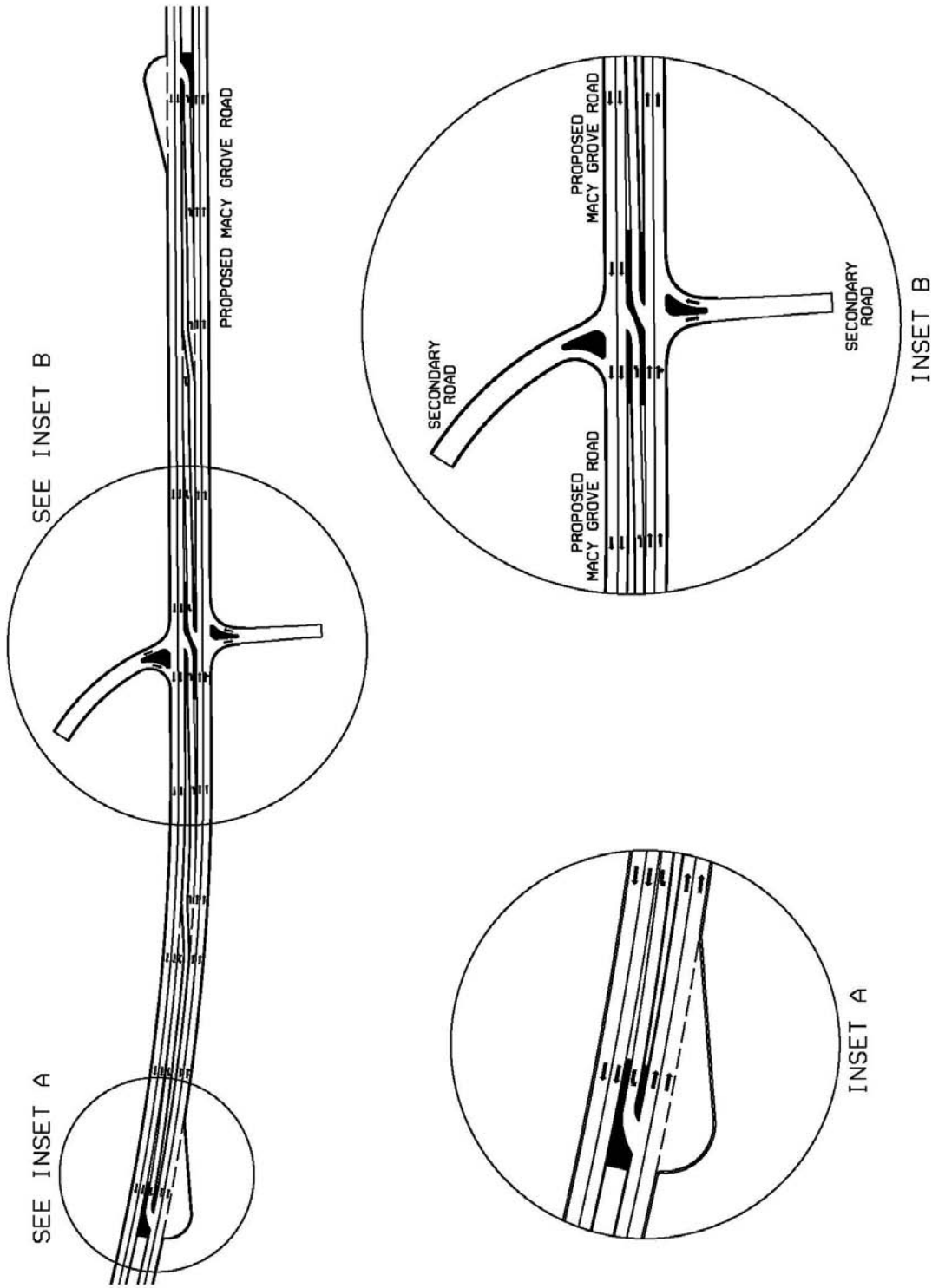
Macy Grove Road Improvements
STIP U-2800 & U-4734

Figure 1
Proposed Build Alternatives



**MACY GROVE ROAD
TYPICAL SECTION**

Figure 3: Left-over Intersection Configuration Concept



RIGHT-OF-WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.

COMMENT SHEET

Macy Grove Road (SR 2601) Improvements

Combined Public Hearing

STIP Project Nos. U-2800&U-4734

Forsyth and Guilford Counties

NAME:

ADDRESS:

EMAIL ADDRESS:

COMMENTS AND/OR QUESTIONS:

Comments may be mailed by December 30, 2010 to:

Mr. Jammille A. Robbins
NCDOT - Human Environment Unit
1598 Mail Service Center
Raleigh, NC 27699-1598
Phone: 919.431.6500 FAX: 919.431.2002
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